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cover the modifications and variations of the invention, provided they come within the scope of the appended claims and their equivalence.

IN THE CLAIMS:

Add claim 22 as follows:

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22. An assembly for operating an engine valve comprising:
a rocker shaft;
a rocker arm pivotally mounted on said rocker shaft, said rocker arm including a
cavity at a valve actuation end;
an hydraulic lash adjuster slidably disposed in the rocker arm cavity;
an hydraulic passage provided in the rocker arm, said passage communicating
with the rocker arm cavity; and
means for (a) supplying hydraulic fluid to the passage during a positive power mode of
engine operation and (b) cutting off the supply of hydraulic fluid to the passage during
an engine braking mode of engine operation.

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[Add claim 23 as follows:]

23. The assembly of Claim 22, wherein said hydraulic lash adjuster
comprises:

an outer plunger slidably received in the cavity; and
an inner plunger slidably received in the outer plunger.

[Add claim 24 as follows:]

24. The assembly of Claim 22, wherein said means for supplying and cutting
off supply comprises a normally open three-way solenoid valve.

[Add claim 25 as follows:]

25. The assembly of Claim 22, wherein said means for supplying and cutting off supply is mounted on said rocker shaft.

[Add claim 26 as follows:]

26. The assembly of Claim 22, wherein said means for supplying and cutting off supply provides hydraulic fluid flow control for a plurality of lash adjusters.

[Add claim 27 as follows:]

27. A method of operating an engine valve lash adjuster in an internal combustion engine comprising the steps of:

determining that an engine is operating in a positive power mode;
supplying hydraulic fluid to a lash adjuster in response to a determination that the engine is operating in a positive power mode of operation;
determining that the engine is operating in an engine braking mode; and
cutting off the supply of hydraulic fluid to the lash adjuster in response to a determination that the engine is operating in an engine braking mode of operation.

[Add claim 28 as follows:]

28. An engine valve actuation system for positive power mode and compression brake mode engine operation, said system comprising:

a first rocker arm positioned to selectively actuate one or more valves associated with an engine cylinder;

a first hydraulic lash adjuster operatively contacting the first rocker arm, said first hydraulic lash adjuster being adapted to provide more lash during compression brake operation than during positive power operation;

a second rocker arm positioned to selectively actuate at least one of the one or more valves associated with the engine cylinder; and

a second hydraulic lash adjuster operatively contacting the second rocker arm, said second hydraulic lash adjuster being adapted to provide more lash during positive power operation than during compression brake operation.

[Add claim 29 as follows:]

29. The system of Claim 28 wherein the first rocker arm is an exhaust rocker arm, and wherein the second rocker arm is a brake rocker arm.

[Add claim 30 as follows:]

30. The system of Claim 28 wherein the first rocker arm is an intake rocker arm, and wherein the second rocker arm is a brake rocker arm.

[Add claim 31 as follows:]

31. The system of Claim 28 further comprising a brake cam in operative contact with the second rocker arm, said brake cam having at least two compression-release lobes adapted to provide two-cycle engine brake operation.

[Add claim 32 as follows:]

32. The system of Claim 28 wherein the first hydraulic lash adjuster extends out of an end of the first rocker arm.

[Add claim 33 as follows:]

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33. The system of Claim 32 wherein the second hydraulic lash adjuster extends out of an end of the second rocker arm.

[Add claim 34 as follows:]

34. The system of Claim 28 further comprising:
a third rocker arm positioned to selectively actuate one or more additional valves associated with the engine cylinder; and
a third hydraulic lash adjuster operatively contacting the third rocker arm, said third hydraulic lash adjuster being adapted to provide more lash during compression brake operation than during positive power operation.

[Add claim 35 as follows:]

35. The system of Claim 34 wherein the third rocker arm is an intake rocker arm.

[Add claim 36 as follows:]

36. The system of Claim 34 further comprising a shared hydraulic supply circuit for the first hydraulic actuator and the third hydraulic actuator.

[Add claim 37 as follows:]

37. The system of Claim 28 further comprising a valve bridge between the first rocker arm and the one or more valves associated with the engine cylinder.

[Add claim 38 as follows:]

38. The system of Claim 37 further comprising means for actuating a valve through the valve bridge using the second rocker arm.

[Add claim 39 as follows:]

39. The system of Claim 34 further comprising a valve bridge between the third rocker arm and the one or more additional valves associated with the engine cylinder.

[Add claim 40 as follows:]

40. An engine valve actuation system for positive power mode and two-cycle compression brake mode engine operation, said system comprising:

an exhaust rocker arm positioned to selectively actuate an exhaust valve;

a first hydraulic lash adjuster positioned between the exhaust rocker arm and the exhaust valve;

a brake rocker arm positioned to selectively actuate the exhaust valve; and

a second hydraulic lash adjuster positioned between the brake rocker arm and the exhaust valve.

[Add claim 41 as follows:]

41. The system of Claim 40 further comprising:

means for selectively providing hydraulic fluid to the first hydraulic lash adjuster during positive power mode operation; and

means for selectively providing hydraulic fluid to the second hydraulic lash adjuster during compression brake mode operation.

[Add claim 42 as follows:]

42. The system of Claim 41 wherein the first hydraulic lash adjuster extends out of an end of the exhaust rocker arm.

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[Add claim 43 as follows:]

43. The system of Claim 42 wherein the second hydraulic lash adjuster extends out of an end of the brake rocker arm.

[Add claim 44 as follows:]

44. The system of Claim 40 further comprising a valve bridge between the exhaust rocker arm and the exhaust valve.

[Add claim 45 as follows:]

45. The system of Claim 44 further comprising means for actuating the exhaust valve through the valve bridge using the brake rocker arm.

[Add claim 46 as follows:]

46. The system of Claim 40 further comprising a brake cam in operative contact with the second rocker arm, said brake cam having at least one compression-release lobe and at least one exhaust gas recirculation lobe.

[Add claim 47 as follows:]

47. The system of Claim 28 further comprising a brake cam in operative contact with the second rocker arm, said brake cam having at least one compression-release lobe and at least one exhaust gas recirculation lobe.

[Add claim 48 as follows:]

48. A method for positive power mode and compression brake mode engine valve actuation in a system having first and second rocker arms used to actuate an engine valve, said method comprising the steps of:

providing hydraulic fluid to a first lash adjuster associated with the first rocker arm